

Border Briefing

**2005 Energy Policy Report Committee
California - Mexico Border
Energy Workshop**

May 18, 2005

California/Baja California Border Briefing

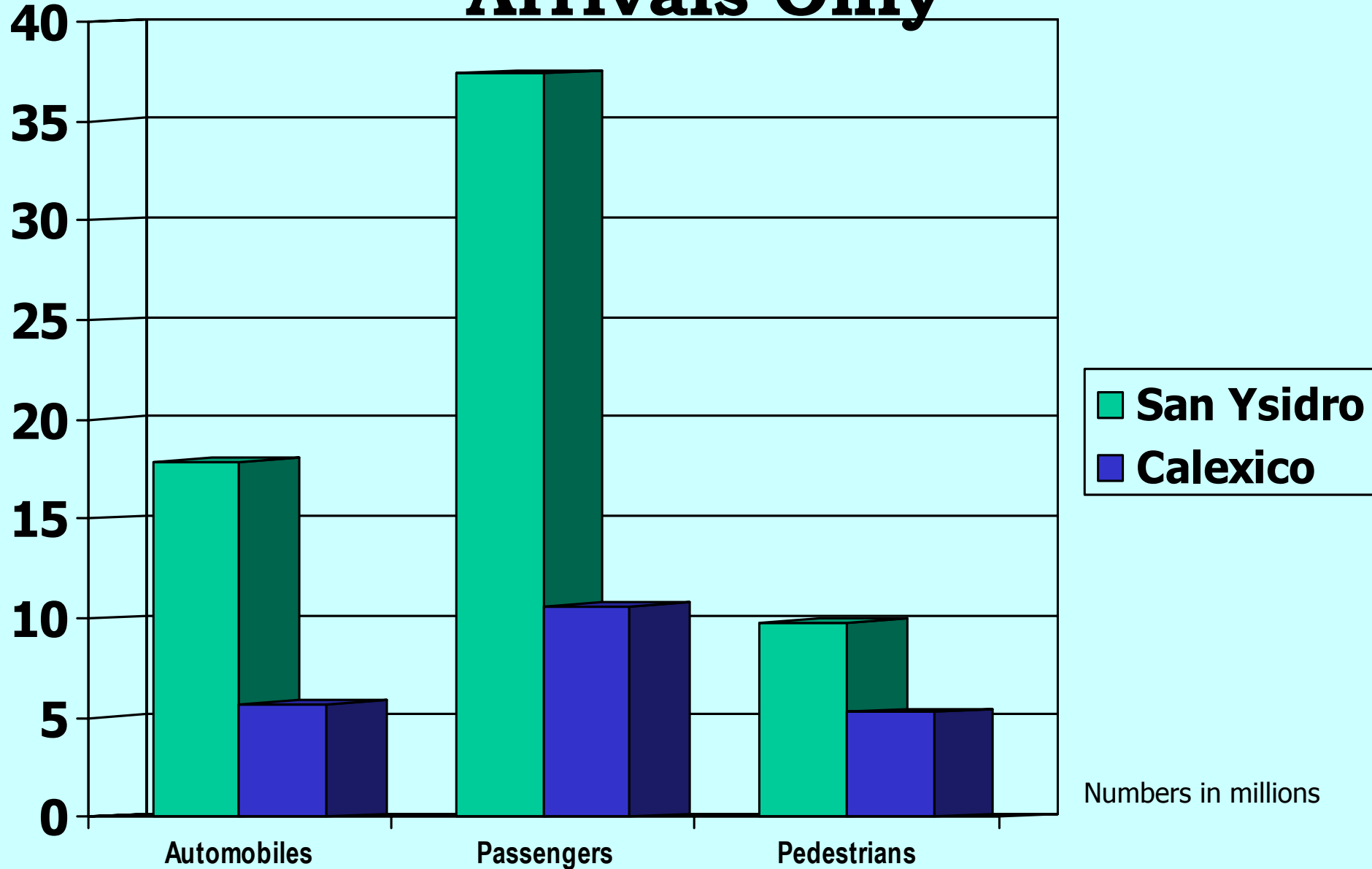
- International Trade Highlights
- Ports of Entry Overview
- Border-wide Issues
 - Accomplishments & Tools

Border Region Facts

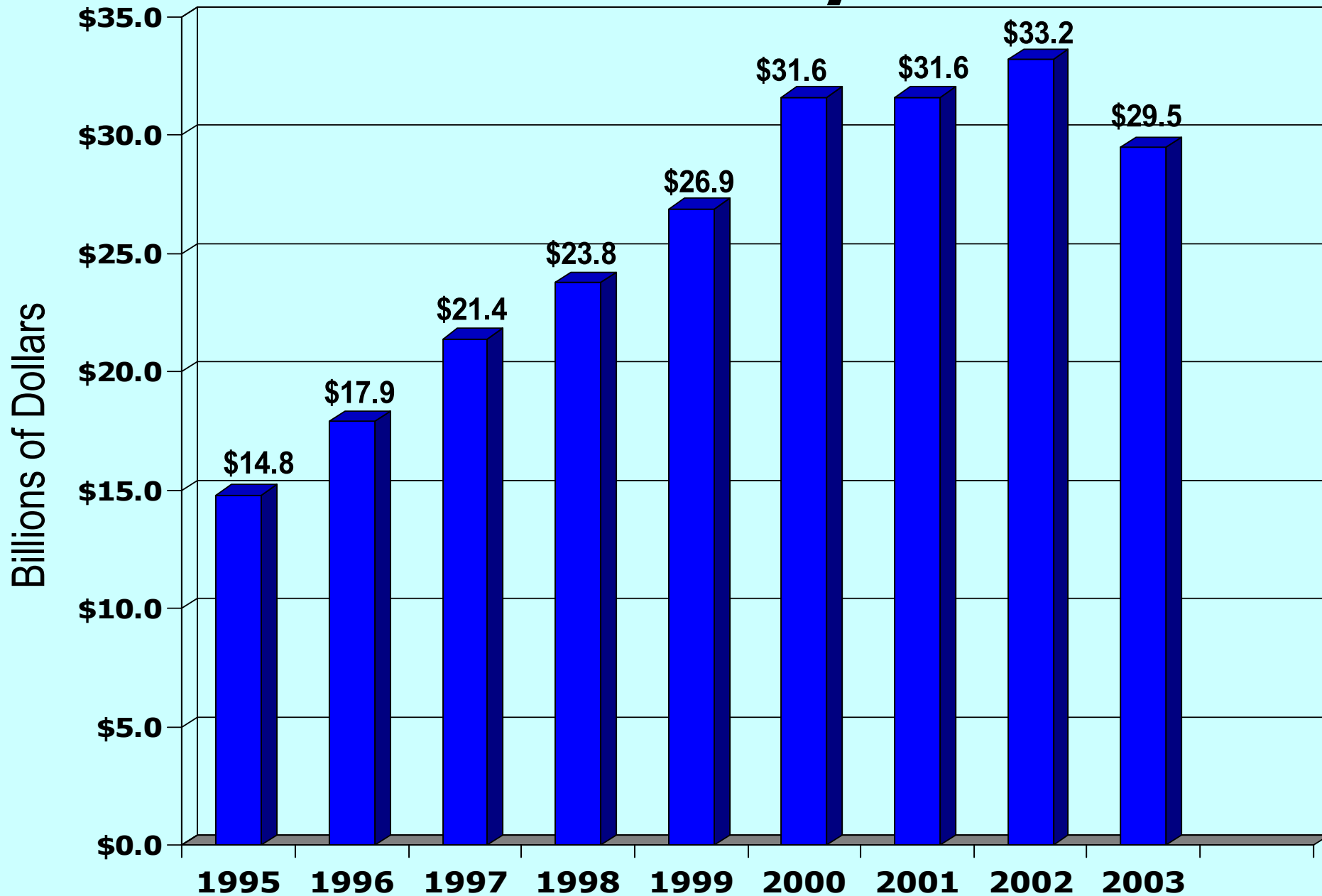
- California/Baja California share a 150 mile border
- Combined population of five million people
- Expected population of eight million by 2025

2004 Border Crossing Totals

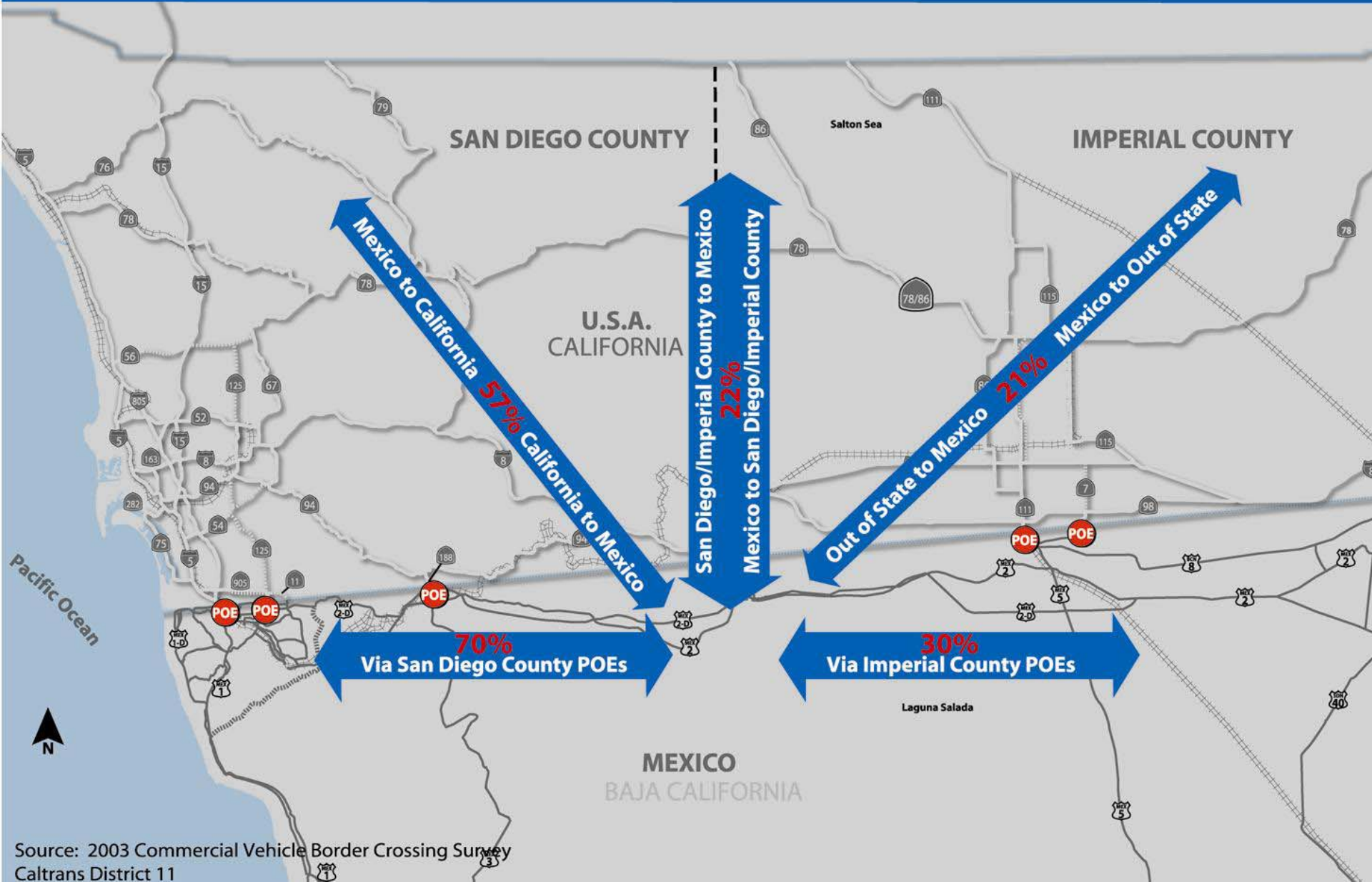
Arrivals Only



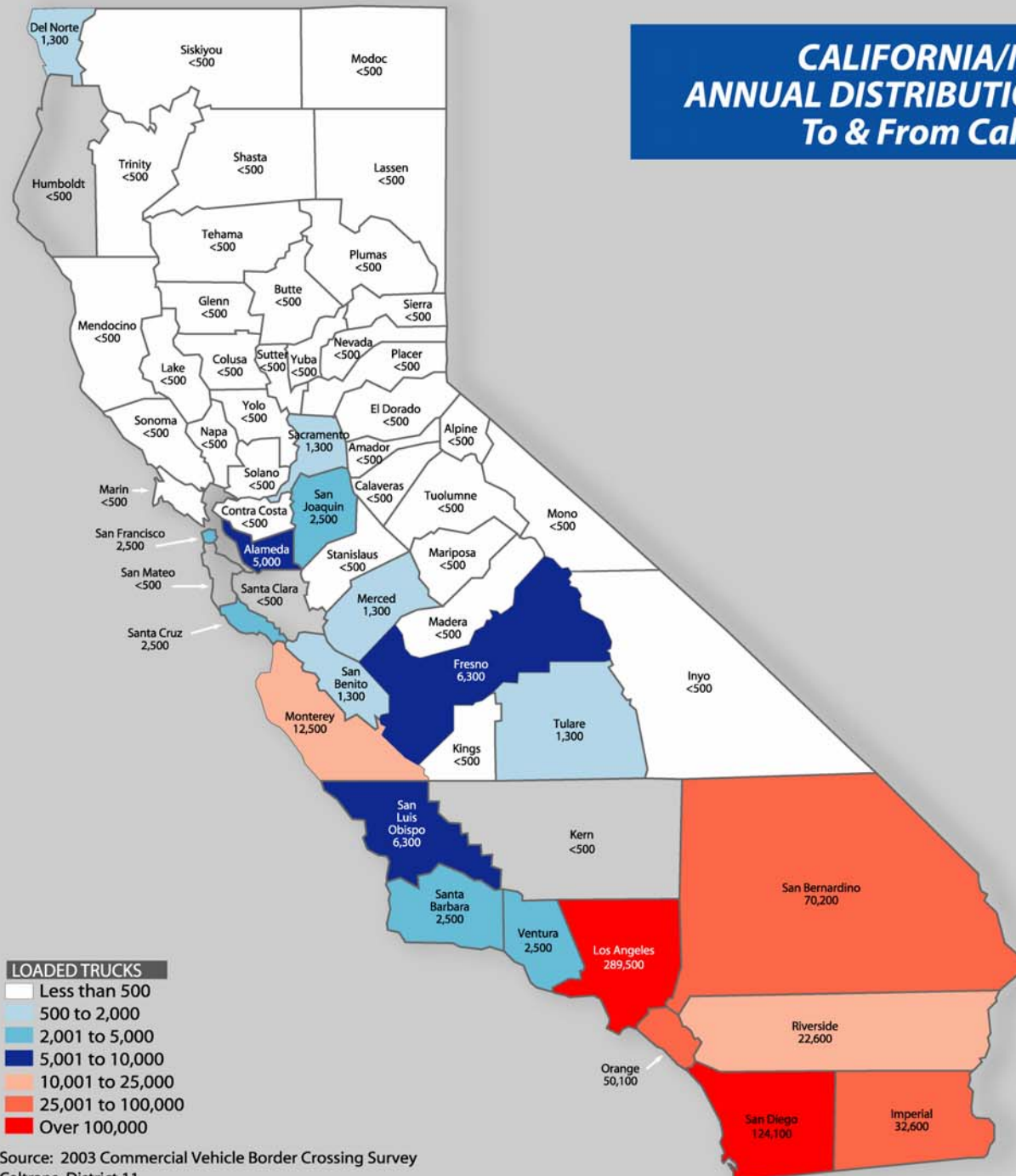
California Trade by Truck



CALIFORNIA/MEXICO DISTRIBUTION OF TRUCKS

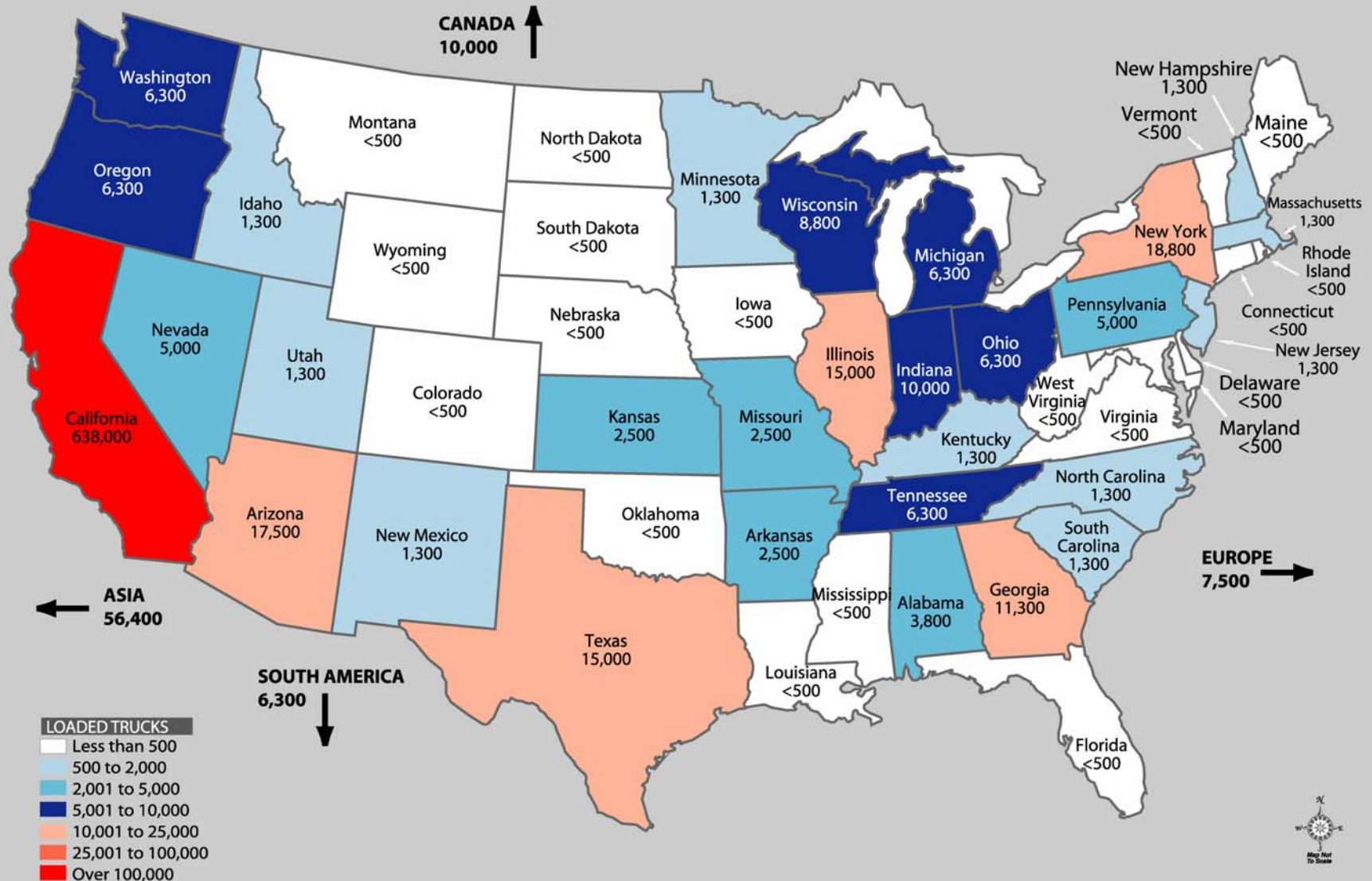


CALIFORNIA/MEXICO BORDER ANNUAL DISTRIBUTION OF LOADED TRUCKS To & From California Counties



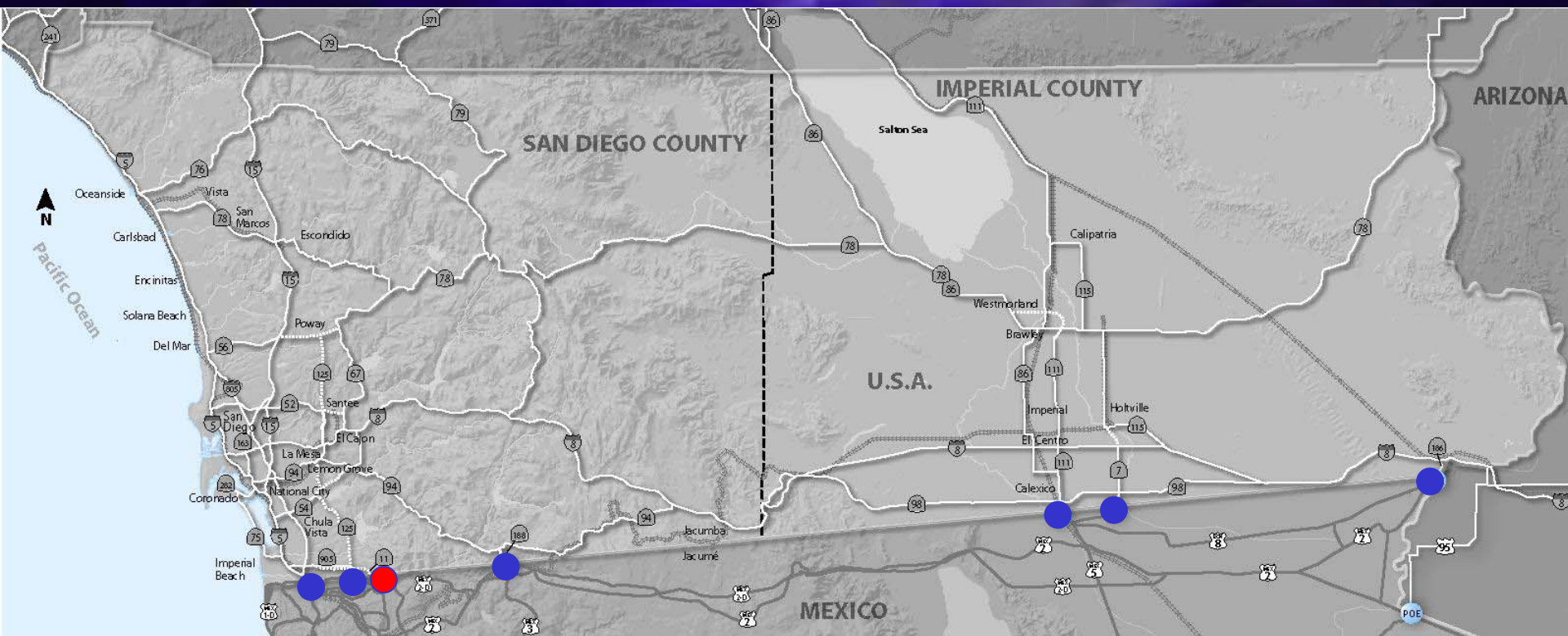
Source: 2003 Commercial Vehicle Border Crossing Survey
Caltrans, District 11

CALIFORNIA/MEXICO BORDER ANNUAL DISTRIBUTION OF LOADED TRUCKS To & From U.S. /Out of Country



Source: 2003 Commercial Vehicle Border Crossing Survey
Caltrans, District 11

Caltrans District 11



Borderwide Review Ports of Entry and Roadway Infrastructure

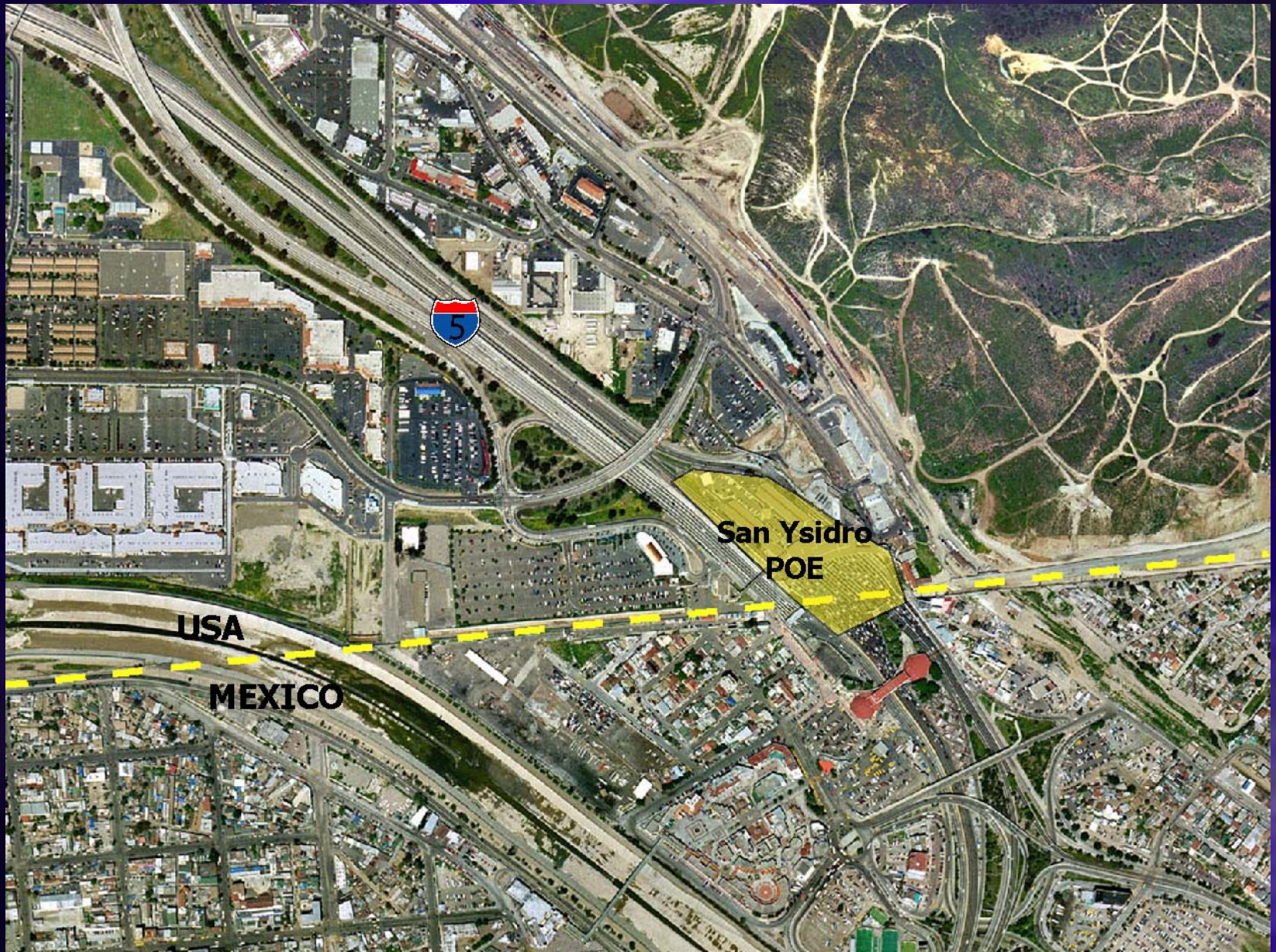
- Ports of Entry
 - San Ysidro
 - Otay Mesa
 - Future Otay Mesa East
 - Tecate
 - Calexico
 - Calexico East
 - Andrade
- Roadway Infrastructure
 - I-5, SR-905, SR-125, SR-11, SR-7, SR-78, SR-98

San Ysidro

- 17.9 million automobile arrivals in 2004
- Transported 37.4 million people
- Pedestrians totaled 9.8 million crossings
- 272 trains carried nearly 5,000 rail cars into the U.S.



San Ysidro



I-5 Realignment at San Ysidro POE

The proposed realignment of I-5 has two potential configurations: The Hook Alternative and The Straight Alternative

Example: The "Hook" Alternative



Example: The "Straight" Alternative

Preliminary cost estimates range from \$250 million to \$400 million

I-5 Realignment at San Ysidro POE

The Project:

This project will provide the necessary transportation improvements to support the POE expansion. Additional SENTRI lanes are planned, as is the first "SENTRI Pedestrian-Only Program". This will reduce border waits for commuters and others at the busiest land border crossing in the world.

Cost & Schedule:

Cost estimates range from \$12 to \$70 million, with nearly \$12 million identified for the highway project.

The Federal EIR is expected to be complete by late December 2005, with construction phase planned for late 2007 to 2011.



I-5 International Gateway Paseo de las Americas

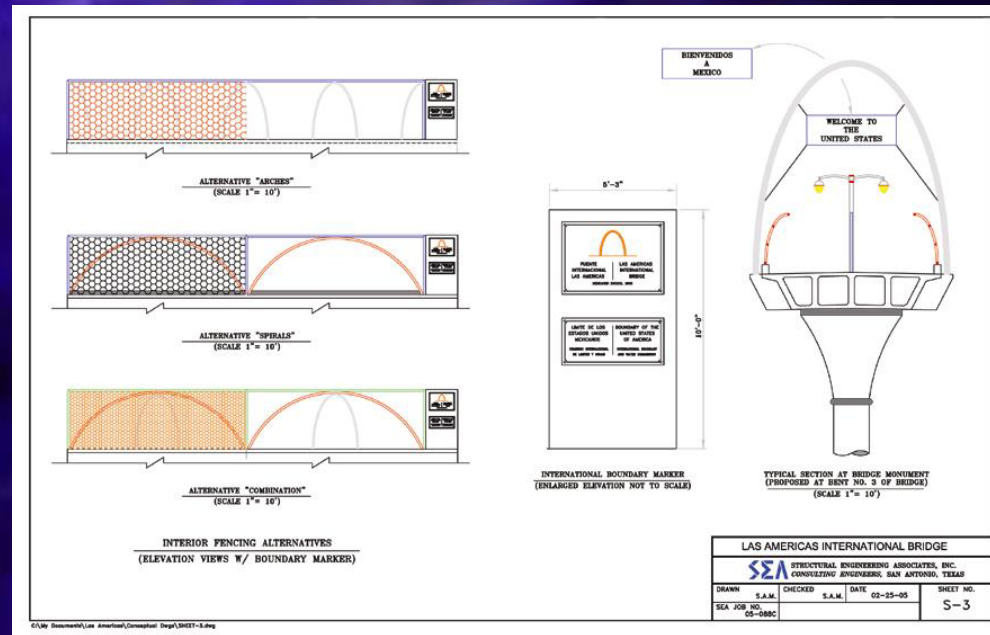
The Project:

Las Americas is a bi-national public/private partnership that is changing the way the world views border communities and border development.

The Las Americas project consists of three phases. The first phase opened in November 2001.

The second phase began in 2004 and will feature a cultural gathering place.

The final phase of Las Americas, the Bridge at Las Americas, will serve as a gateway between the U.S. and Mexico.



Otay Mesa POE



Otay Mesa POE



SR-905

The Project:

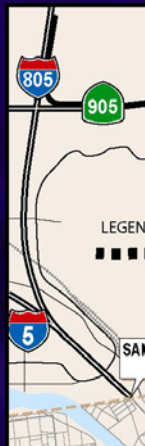
Construction of a six lane freeway from the Otay Mesa POE to I-805 to improve mobility for border trade traffic and benefit local and regional travelers.

Cost & Schedule:

Construction began in December 2002 on the first phase and is expected to be complete in June 2005.

The next phase, from I-805 to Airway Road, is scheduled to begin in late 2005 and be complete in 2008.

The estimated cost is \$309 million, with a total of \$216 million currently programmed.



Northbound Truck Route

Project:

Construct a northbound only truck connector to accommodate the "Free and Secured Trade" (FAST) program.

This project will reduce the infrastructure bottleneck between the Otay Mesa POE and the Mexican export facility.

Cost & Schedule:

The northbound truck project is complete and open to traffic.



Otay Mesa Southbound Truck Route Major Improvements

SIEMPRE VIVA RD.

SOUTHBOUND
PORT OF
OTAY MESA CARGO

DRUCKER LANE

4 Lanes

5 Lanes

9 Lanes

\$16.9 Million - Major
Expand from 2 to 9 Lanes
Plus other Southbound
Roadway Improvements

Southbound Truck Route

The Project:

The planned project would construct a new dedicated roadway for southbound unladen trucks.

Benefits from this project include alleviating impacts on local traffic and commercial businesses.

Cost & Schedule:

Southbound truck project is estimated at \$16.9 million with a shortfall of \$15.2 million.



SR-125

The Project

The SR-125 project constructs six-to-eight lanes of highway, with the last segment operating as a toll facility.

SR-905 to SR-54 (toll)

Construction began in summer 2003 and is scheduled to open in fall 2006 with a cost of \$400 million



Future Otay Mesa East POE

The Project:

The new port of entry at East Otay Mesa will help reduce traffic at the existing San Ysidro and Otay Mesa ports of entry. The border crossing also will provide an alternate entry for commercial traffic that currently is limited to the Otay Mesa port of entry.

An application for a new port of entry at East Otay Mesa was submitted in 2001 to the U.S. State Department and is under review by federal agencies.



SR-11

The Project:

The project will consist of constructing nearly three miles of a new four-lane freeway from the SR-905/SR-125 junction to the future POE at East Otay Mesa.

This will provide a new means of crossing the CA/Mexico border, and a more efficient method to transport goods and services.

Cost & Schedule:

The project is currently in the environmental phase with Biological surveys underway.

The project is estimated at \$200-\$260 million.



Tecate



Tecate POE Modernization



Tecate

Construct CVEF

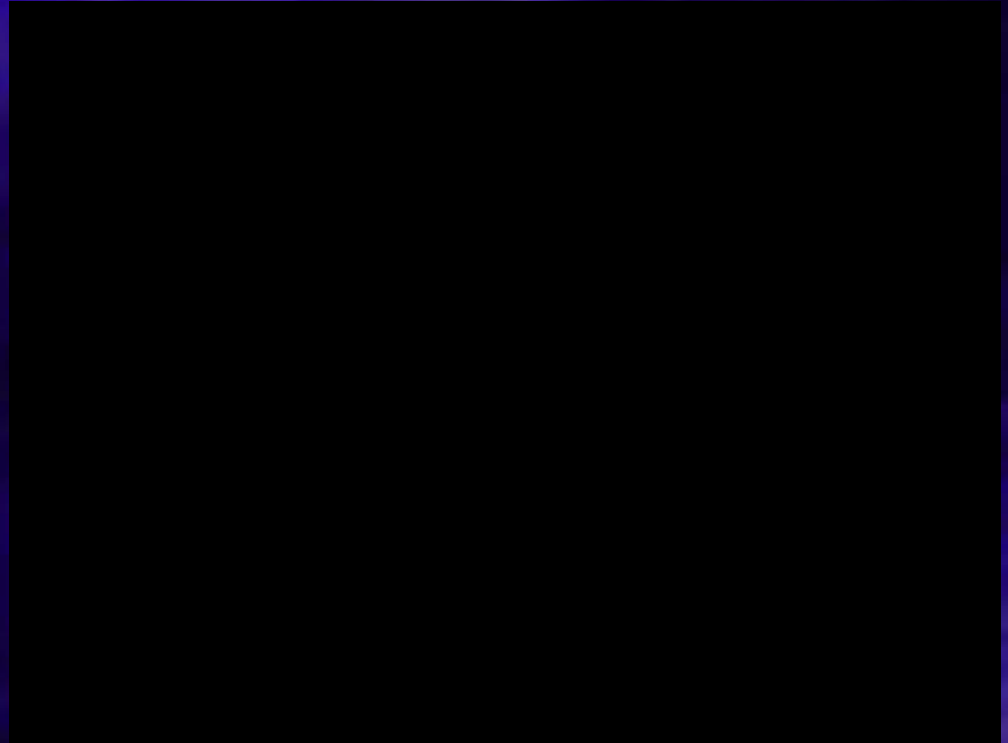
The Project:

Construct a CVEF near the Tecate POE and upgrade the intersection of Thing Road and SR-188.

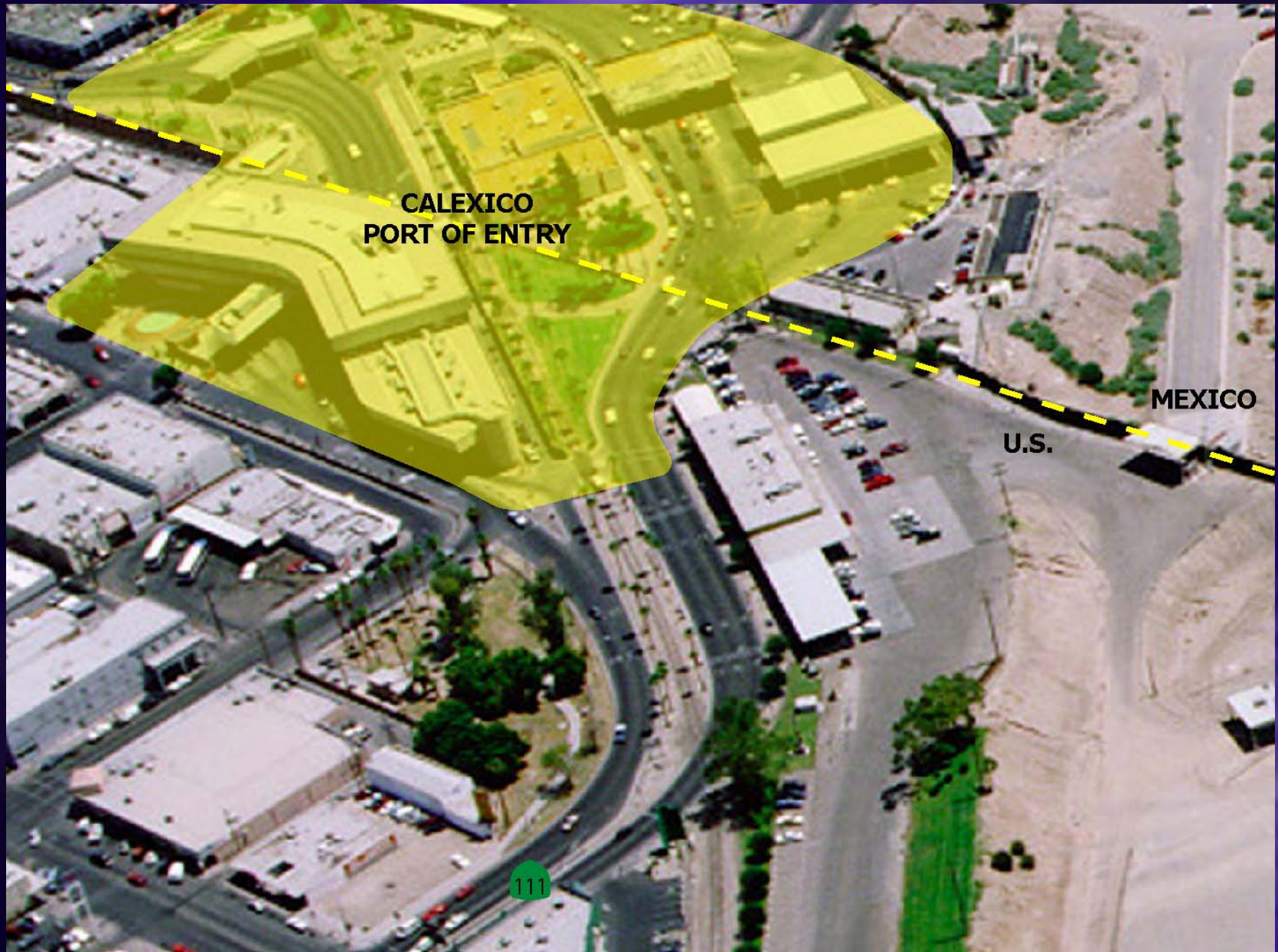
Allow for the enforcement of vehicle safety laws and weight restrictions. Improve traffic flow and eliminate skewed road connections.

Cost & Schedule:

Cost is estimated at \$17 million with environmental clearance expected in October 2005 and the CVEF is scheduled to open in March 2008.



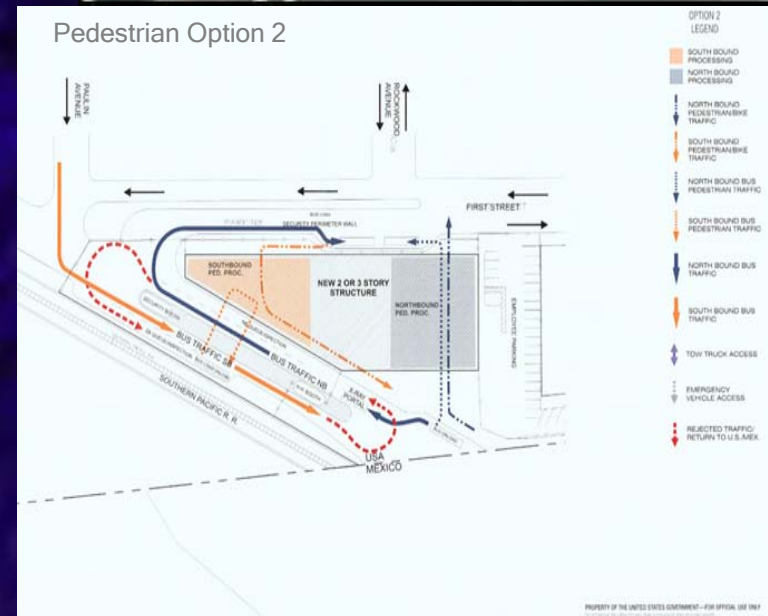
Calexico



Calexico

Calexico Arterial Needs Study

Calexico West Border Station Expansion/Renovation Feasibility Study



Calexico East

The Project:

SR-7 Extension from
SR-98 to I-8

Cost & Schedule:

Project is fully funded and
will be opened to traffic in
May 2005, completing a
critical link in the NAFTA
Net

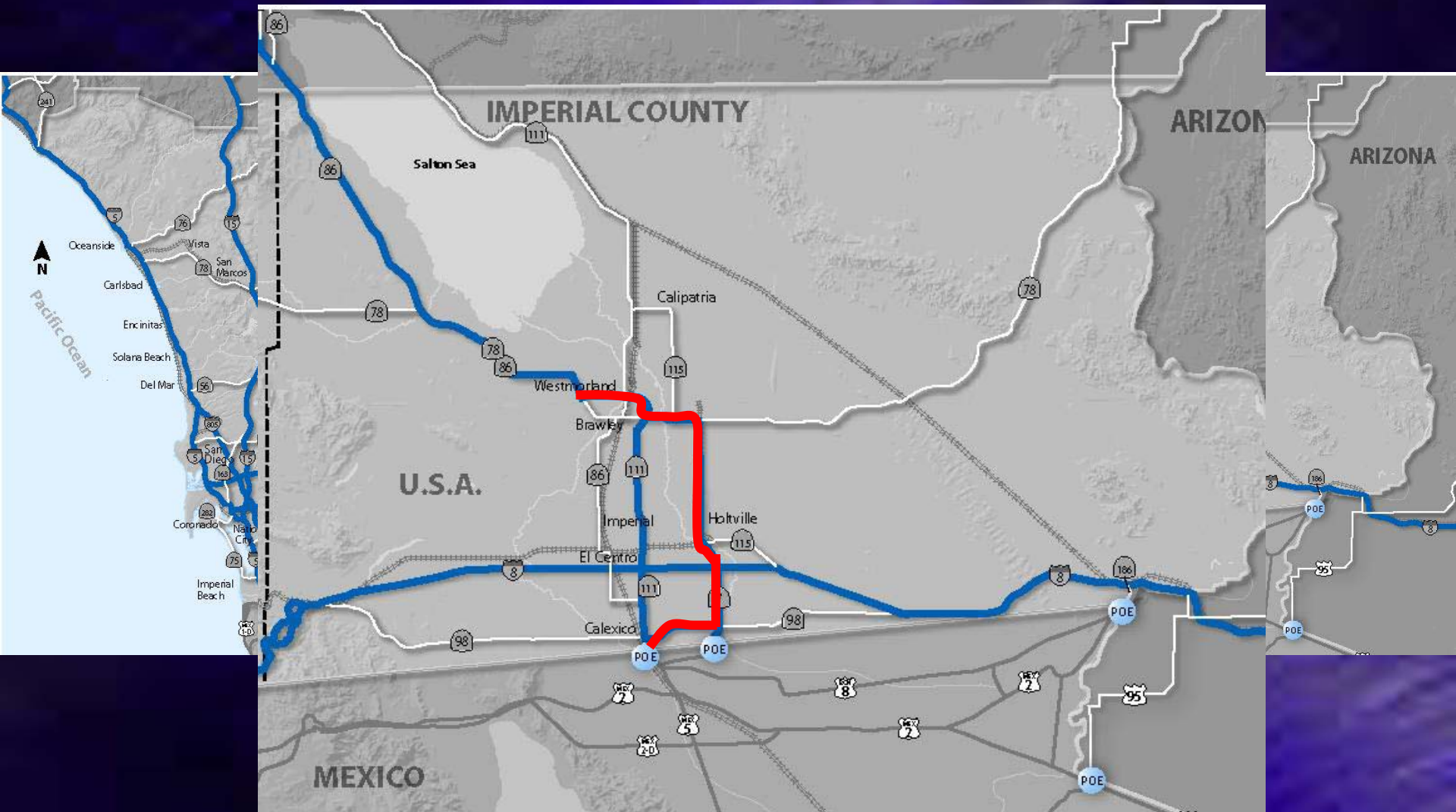


Calexico East



NAFTA Network

The map illustrates the NAFTA Network, highlighting major transportation routes between the United States and Mexico. The network is primarily composed of blue lines representing highways and roads. A prominent red line traces a route from the San Diego area, through the Imperial Valley, and towards the Mexican border. Key locations marked include Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, San Marcos, Vista, San Diego, Coronado, Imperial Beach, Brawley, Westmorland, Calipatria, Holtville, El Centro, Calexico, and Mexicali. The map also shows the Pacific Ocean to the west, the Salton Sea to the north, and the borders with Arizona and Mexico. Various highway shields (e.g., 5, 15, 78, 86, 94, 95, 186, 200, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981,



NAFTA Network

\$1.5 - \$1.7 billion in transportation
project costs

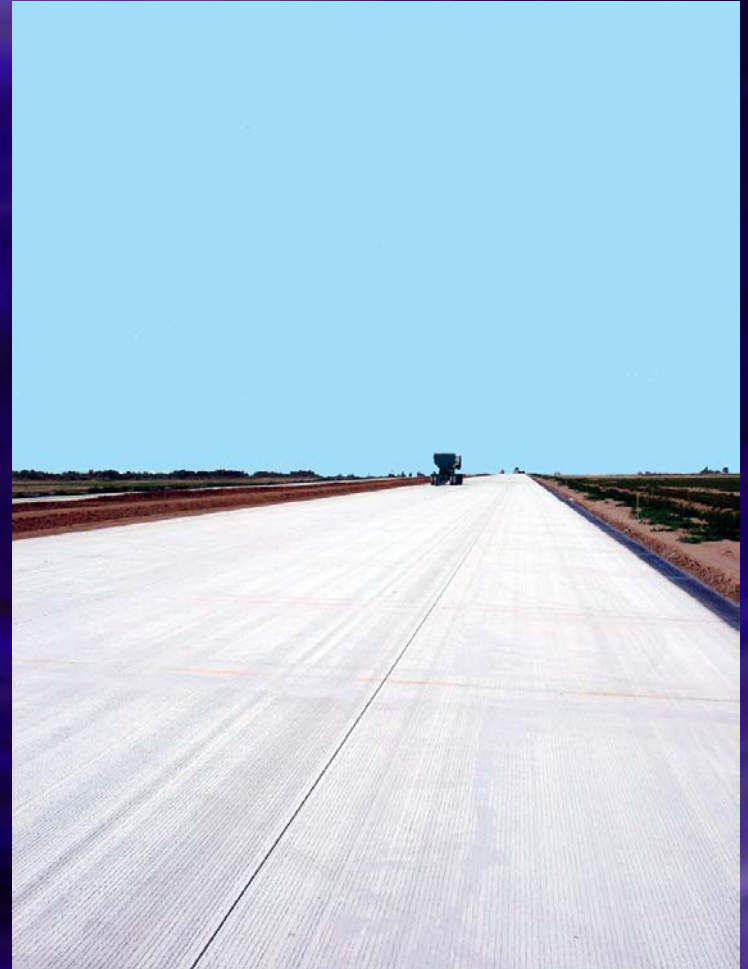
SR-7

The Project:

Construct four-lane divided highway from SR-98 to I-8 to improve service to the Calexico East POE. Also accommodates future increases in commercial truck traffic and enhances the international and interregional movement of goods and services.

Cost & Schedule:

The project will open to motorists in May 2005.



SR-78

Brawley Bypass

The Project:

Construct a four lane divided expressway to reduce travel time and improve the movement of goods and services.

Cost & Schedule:

Stage 1 – complete in May 2005
Stage 2 - start spring 2007
Stage 3 - start spring 2008

Total cost is \$111.5 million with a current shortfall of \$28 million.



SR-98 (east project)

The Project:

The project calls for realigning and widening to four/six lanes from SR-111 to SR-7. Benefits include increasing highway capacity, providing congestion relief, and accommodating NAFTA by improving access to/from the Calexico East POE.

Cost & Schedule:

Project costs range from \$40 to \$60 million, with \$11.4 currently programmed. The schedule is pending future funding.





MEXICO

U.S.

ANDRADE
PORT OF ENTRY

Andrade Port of Entry

- Expansion and renovation of the Andrade POE is needed to respond to the substantial increase in the flow of both vehicles and pedestrians.
- The facility is not equipped to process the number of vehicles and pedestrians anticipated, at the minimum standards for processing time and overall operational efficiency according to FIS.



Binational Groups

Caltrans is an active participant in the following binational transportation and planning groups:

- The U.S.-Mexico Joint Working Committee for Binational Planning and Programming (JWC)
- U.S.-Mexico Binational Group on Bridges and Border Crossings
- Border Governors Conference (Port of Entry Work Table)
- Bi-State Transportation Technical Advisory Committee (BTTAC)
- Committee on Binational Regional Opportunities (COBRO)
- U.S.-Mexico Border Technology Exchange Program (BTEP)
- USGSA and INDAABIN Technical Committee

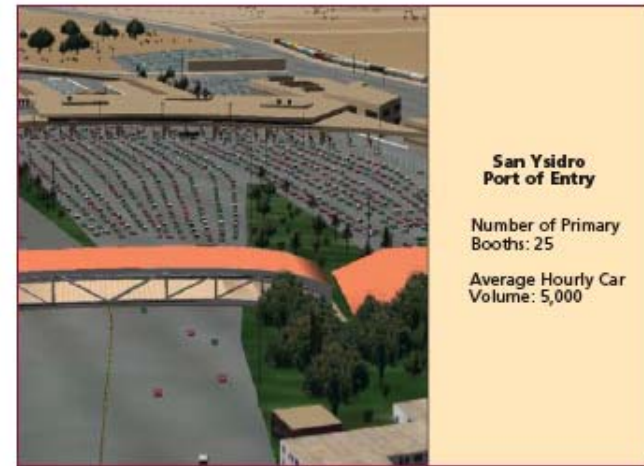
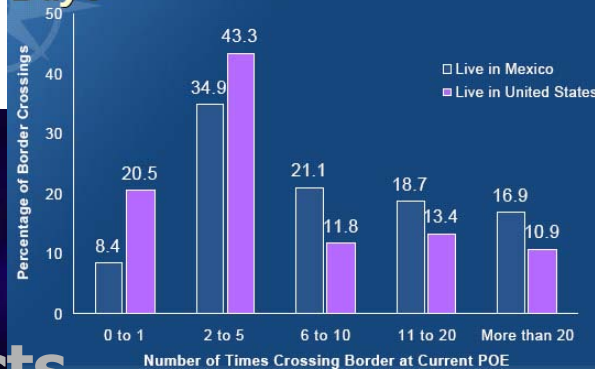
Accomplishments & Tools



Binational Border Transportation Infrastructure Needs Assessment Study

Border Wizard

Number of Crossings in Past 30 Days



Estimating Economic Impacts of Border Wait Times

Survey & Analysis of Trade & Goods Movement Between CA/BC



Additional Tools

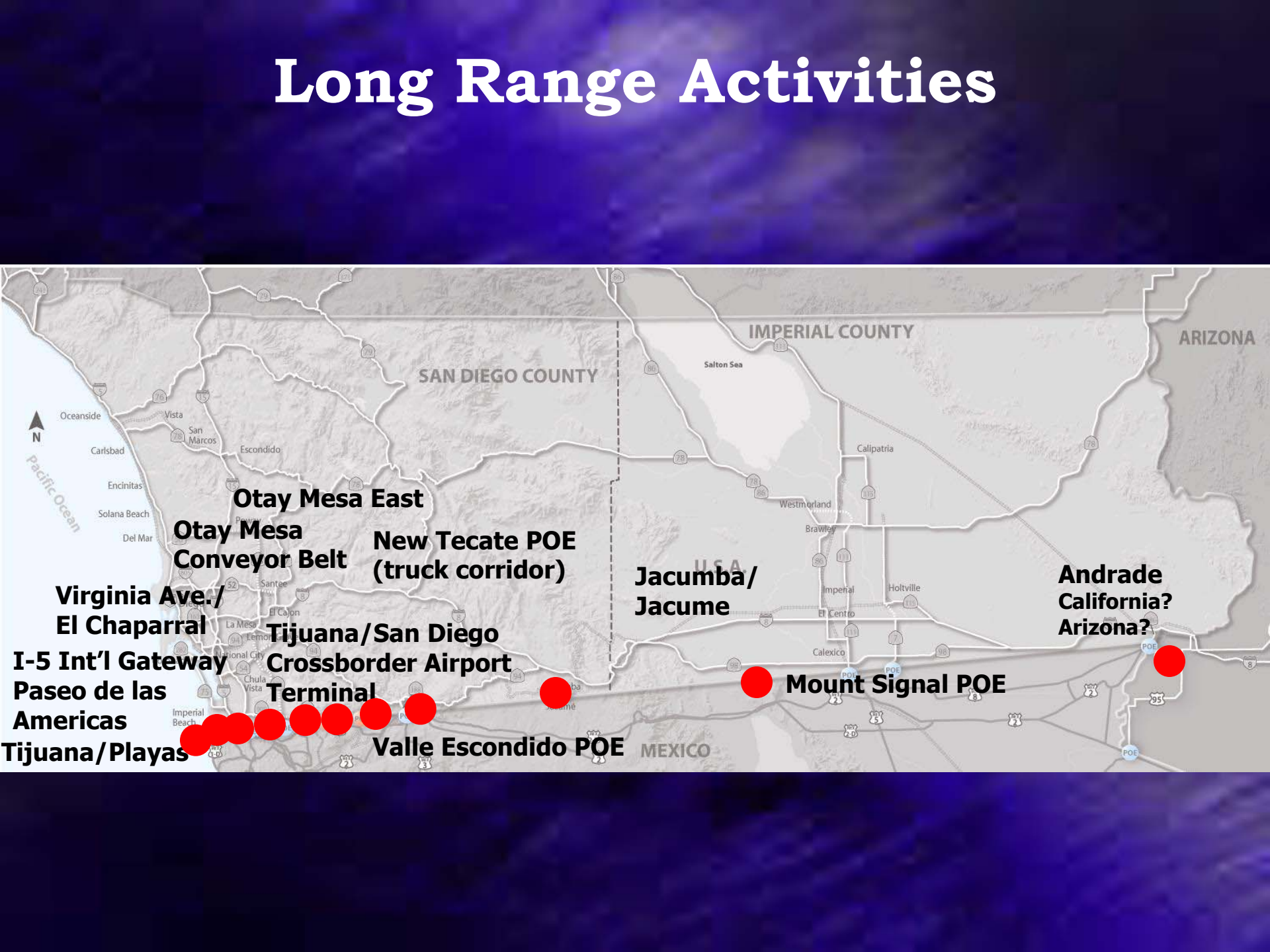
- Border Geographic Information Systems
- Transportation Infrastructure & Traffic Management Analysis of Cross Border Bottlenecks
- Cross-Border Transportation Model Component

Long Range Activities

A map of Southern California, specifically focusing on the border regions of San Diego, Imperial, and Arizona counties. The map highlights several key locations and activities, marked with red dots and text labels. The locations include:

- Otay Mesa East**
- Otay Mesa Conveyor Belt**
- New Tecate POE (truck corridor)**
- Jacumba/Jacume**
- Andrade California? Arizona?**
- Mount Signal POE**
- Valle Escondido POE**
- Tijuana/San Diego Crossborder Airport Terminal**
- Virginia Ave./El Chaparral**
- I-5 Int'l Gateway**
- Paseo de las Americas**
- Tijuana/Playas**

The map also shows major highways (I-5, I-8, I-15, I-805, SR-52, SR-56, SR-58, SR-67, SR-78, SR-94, SR-96, SR-98, SR-101, SR-103, SR-105, SR-107, SR-109, SR-111, SR-113, SR-115, SR-117, SR-119, SR-121, SR-123, SR-125, SR-127, SR-129, SR-131, SR-133, SR-135, SR-137, SR-139, SR-141, SR-143, SR-145, SR-147, SR-149, SR-151, SR-153, SR-155, SR-157, SR-159, SR-161, SR-163, SR-165, SR-167, SR-169, SR-171, SR-173, SR-175, SR-177, SR-179, SR-181, SR-183, SR-185, SR-187, SR-189, SR-191, SR-193, SR-195, SR-197, SR-199, SR-201, SR-203, SR-205, SR-207, SR-209, SR-211, SR-213, SR-215, SR-217, SR-219, SR-221, SR-223, SR-225, SR-227, SR-229, SR-231, SR-233, SR-235, SR-237, SR-239, SR-241, SR-243, SR-245, SR-247, SR-249, SR-251, SR-253, SR-255, SR-257, SR-259, SR-261, SR-263, SR-265, SR-267, SR-269, SR-271, SR-273, SR-275, SR-277, SR-279, SR-281, SR-283, SR-285, SR-287, SR-289, SR-291, SR-293, SR-295, SR-297, SR-299, SR-301, SR-303, SR-305, SR-307, SR-309, SR-311, SR-313, SR-315, SR-317, SR-319, SR-321, SR-323, SR-325, SR-327, SR-329, SR-331, SR-333, SR-335, SR-337, SR-339, SR-341, SR-343, SR-345, SR-347, SR-349, SR-351, SR-353, SR-355, SR-357, SR-359, SR-361, SR-363, SR-365, SR-367, SR-369, SR-371, SR-373, SR-375, SR-377, SR-379, SR-381, SR-383, SR-385, SR-387, SR-389, SR-391, SR-393, SR-395, SR-397, SR-399, SR-401, SR-403, SR-405, SR-407, SR-409, SR-411, SR-413, SR-415, SR-417, SR-419, SR-421, SR-423, SR-425, SR-427, SR-429, SR-431, SR-433, SR-435, SR-437, SR-439, SR-441, SR-443, SR-445, SR-447, SR-449, SR-451, SR-453, SR-455, SR-457, SR-459, SR-461, SR-463, SR-465, SR-467, SR-469, SR-471, SR-473, SR-475, SR-477, SR-479, SR-481, SR-483, SR-485, SR-487, SR-489, SR-491, SR-493, SR-495, SR-497, SR-499, SR-501, SR-503, SR-505, SR-507, SR-509, SR-511, SR-513, SR-515, SR-517, SR-519, SR-521, SR-523, SR-525, SR-527, SR-529, SR-531, SR-533, SR-535, SR-537, SR-539, SR-541, SR-543, SR-545, SR-547, SR-549, SR-551, SR-553, SR-555, SR-557, SR-559, SR-561, SR-563, SR-565, SR-567, SR-569, SR-571, SR-573, SR-575, SR-577, SR-579, SR-581, SR-583, SR-585, SR-587, SR-589, SR-591, SR-593, SR-595, SR-597, SR-599, SR-601, SR-603, SR-605, SR-607, SR-609, SR-611, SR-613, SR-615, SR-617, SR-619, SR-621, SR-623, SR-625, SR-627, SR-629, SR-631, SR-633, SR-635, SR-637, SR-639, SR-641, SR-643, SR-645, SR-647, SR-649, SR-651, SR-653, SR-655, SR-657, SR-659, SR-661, SR-663, SR-665, SR-667, SR-669, SR-671, SR-673, SR-675, SR-677, SR-679, SR-681, SR-683, SR-685, SR-687, SR-689, SR-691, SR-693, SR-695, SR-697, SR-699, SR-701, SR-703, SR-705, SR-707, SR-709, SR-711, SR-713, SR-715, SR-717, SR-719, SR-721, SR-723, SR-725, SR-727, SR-729, SR-731, SR-733, SR-735, SR-737, SR-739, SR-741, SR-743, SR-745, SR-747, SR-749, SR-751, SR-753, SR-755, SR-757, SR-759, SR-761, SR-763, SR-765, SR-767, SR-769, SR-771, SR-773, SR-775, SR-777, SR-779, SR-781, SR-783, SR-785, SR-787, SR-789, SR-791, SR-793, SR-795, SR-797, SR-799, SR-801, SR-803, SR-805, SR-807, SR-809, SR-811, SR-813, SR-815, SR-817, SR-819, SR-821, SR-823, SR-825, SR-827, SR-829, SR-831, SR-833, SR-835, SR-837, SR-839, SR-841, SR-843, SR-845, SR-847, SR-849, SR-851, SR-853, SR-855, SR-857, SR-859, SR-861, SR-863, SR-865, SR-867, SR-869, SR-871, SR-873, SR-875, SR-877, SR-879, SR-881, SR-883, SR-885, SR-887, SR-889, SR-891, SR-893, SR-895, SR-897, SR-899, SR-901, SR-903, SR-905, SR-907, SR-909, SR-911, SR-913, SR-915, SR-917, SR-919, SR-921, SR-923, SR-925, SR-927, SR-929, SR-931, SR-933, SR-935, SR-937, SR-939, SR-941, SR-943, SR-945, SR-947, SR-949, SR-951, SR-953, SR-955, SR-957, SR-959, SR-961, SR-963, SR-965, SR-967, SR-969, SR-971, SR-973, SR-975, SR-977, SR-979, SR-981, SR-983, SR-985, SR-987, SR-989, SR-991, SR-993, SR-995, SR-997, SR-999, SR-1001, SR-1003, SR-1005, SR-1007, SR-1009, SR-1011, SR-1013, SR-1015, SR-1017, SR-1019, SR-1021, SR-1023, SR-1025, SR-1027, SR-1029, SR-1031, SR-1033, SR-1035, SR-1037, SR-1039, SR-1041, SR-1043, SR-1045, SR-1047, SR-1049, SR-1051, SR-1053, SR-1055, SR-1057, SR-1059, SR-1061, SR-1063, SR-1065, SR-1067, SR-1069, SR-1071, SR-1073, SR-1075, SR-1077, SR-1079, SR-1081, SR-1083, SR-1085, SR-1087, SR-1089, SR-1091, SR-1093, SR-1095, SR-1097, SR-1099, SR-1101, SR-1103, SR-1105, SR-1107, SR-1109, SR-1111, SR-1113, SR-1115, SR-1117, SR-1119, SR-1121, SR-1123, SR-1125, SR-1127, SR-1129, SR-1131, SR-1133, SR-1135, SR-1137, SR-1139, SR-1141, SR-1143, SR-1145, SR-1147, SR-1149, SR-1151, SR-1153, SR-1155, SR-1157, SR-1159, SR-1161, SR-1163, SR-1165, SR-1167, SR-1169, SR-1171, SR-1173, SR-1175, SR-1177, SR-1179, SR-1181, SR-1183, SR-1185, SR-1187, SR-1189, SR-1191, SR-1193, SR-1195, SR-1197, SR-1199, SR-1201, SR-1203, SR-1205, SR-1207, SR-1209, SR-1211, SR-1213, SR-1215, SR-1217, SR-1219, SR-1221, SR-1223, SR-1225, SR-1227, SR-1229, SR-1231, SR-1233, SR-1235, SR-1237, SR-1239, SR-1241, SR-1243, SR-1245, SR-1247, SR-1249, SR-1251, SR-1253, SR-1255, SR-1257, SR-1259, SR-1261, SR-1263, SR-1265, SR-1267, SR-1269, SR-1271, SR-1273, SR-1275, SR-1277, SR-1279, SR-1281, SR-1283, SR-1285, SR-1287, SR-1289, SR-1291, SR-1293, SR-1295, SR-1297, SR-1299, SR-1301, SR-1303, SR-1305, SR-1307, SR



Long Range Joint Strategic Planning

- Joint Working Committee – Customs Border Protection Opportunity
- Goal: Security-Transportation Planning-maximizes resources
- Need for Border Master Plan

Conclusions

- International Trade requires unique border wide/multi issue solutions
- POE & Transportation Infrastructure needs surpass funding availability
- Linking energy conservation & transportation improvements are an area of opportunity